

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY. LUITPOLD" Capt. H. Kerchner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. O. Fabke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINRA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenner	FRIDAY, 5th Nov., Daylight
KODAT and SANDAKAN	"BOHNE" Capt. F. Sembill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	ERNEST SIMONS	Gilard	8th Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	TOURANE	Bourge	9th Nov., At P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	ERNEST SIMONS	Gilard	Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILL, VIA PORTS	ARMAND BEHIC	Gilard	13rd Nov., At P.M.

Transshipment on the Co's Steamers at Singapore (for Batavia), at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £75.00. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extrême Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Detective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

5, John Street, Bedford Row, W.C.

19, Beutick Street

66, Nanking Road

Hongkong, 26th March 1909

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for towing Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieberr, Scottie.

A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine.....\$2.50

V.O.C.B. Guaranteed 20 Years

Old.....5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE.

Sole Agent,

Hongkong, 30th April, 1900.

F. BLACKHEAD & Co.,

SHIP CHANDLERS, SAILMAKERS,

COAL and PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL URBAN

and

P. & O. SPECIAL LIQUOR, SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hutchinson, 26th March, 1900.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

attended.

Hongkong, 6th September, 1909.

Intimations.

SHANGHAI SETTLEMENT EXTENSION.

SIR JOHN JORDAN'S DESPATCH.

It is learnt that the Foreign Ministers have individually addressed the Wai-wu-pu on the subject of extending the International Settlement. The following is a translation of the gist of the British Minister's despatch: "Late in the Consular Body in Shanghai has addressed the Viceroy of the Liangkang Provinces urging that the northern boundary of the International Settlement be extended as far as the Railway on the ground that although there is a Chinese Police Bureau exercising jurisdiction in the tract of land in question it only exists in name inasmuch as the police, sanitary and other public matters are all neglected to the great danger of the adjoining Settlement. Further when the Settlement was last extended it was intended that the said tract of land should be included in the extension but as the Viceroy of the Liangkang feared that the railway station might be placed in the Settlement and the question of foreign merchants leasing land in the Paoshan District was then still unsettled he did not agree to it and that the land from the northern boundary of the Settlement to the railway is practically all registered in Consulates under the name of foreigners and neither the railway station nor the railway is now included in the proposed extension; therefore the then Viceroy's fears no longer exist. But the Viceroy has replied that the last extension of the Settlement was upon the understanding that it was not to be again extended, that the fact that there are so many Chinese residing in the Settlement tends to show that the foreign merchants simply make a business out of the land, that the Chinese Police Bureau will gradually improve upon the administration of the police, sanitary and other public affairs and to go. Now this is a matter of the utmost importance and I can not allow our request to be thus brushed aside. Besides the administration of the Chinese Police Bureau is going from bad to worse and steps must be taken to protect the Settlement from harm. As Great Britain has greater interests in Shanghai than any other country I deem it my duty again to request that the tract of land in question be placed under the jurisdiction of the International Municipal Council. The Austrian Minister has written to the Wai-wu-pu to the effect that it was decided at the last annual meeting of ratepayers that the Northern limit of the International Settlement should be extended so that the sanitary and other matters may be improved and the fears of the people on that account may thus be removed.

The Wai-wu-pu has replied that the Shanghai International Settlement is most extensive and that when the last extension took place, in the 5th year of Kwang Hsu, the then Viceroy of the Liangkang, H. E. Liu very liberally agreed to add over 20,000 square feet of land to the Settlement, nearly twice the size of the original Settlement, it was with the intention that it should never be again extended. The proposed extension lies between the existing boundary of the Settlement and the railway and is the Paoshan District which is not open to foreign trade. The foreign merchants were wrong in leasing land there and we have demanded that they be ordered to remove back to the Settlement in accordance with the treaties. At all events the treaties provide that foreign merchants be allowed to trade in the Shanghai Settlement only and how can it be claimed that land which is outside the treaties be added to it. The Board has at the same time requested the Viceroy of the Liangkang to improve the administration of the police, sanitary and other public affairs as soon as possible so as to give the foreigners no legitimate excuse for persisting in their demand.—Shanghai Times.

THE LATE MR. TOM MCKAY.

OBITUARY IN AN AMERICAN PAPER.

A Seattle paper of the 16th ultimo contains the following obituary of Mr. Tom McKay, well-known in shipping circles in the Far East. "Tom McKay, one of the best known railroad men in the Hawaiian lines on the coast, died following a lingering illness." McKay passed away at the Hotel Fairmont. He was formerly the general passenger agent in the Orient of the Union Pacific, Central Pacific, the Southern Pacific, and the Santa Fe, having his headquarters in Yokohama. Before assuming the position in the Orient he was associated with the Burlington route in this city, although for the last fifteen years he has spent his time in the Orient.

McKay became ill about two years ago and he came to this city for medical attendance. An operation was performed and he rallied, resuming his duties in the Orient. In July of this year he again returned to this city and went under care of the physicians. He improved a little and took trip East with the hopes of his health returning. He failed to improve and returned to this city, and for the past month had been gradually sinking.

"It is said that the news of Harriman's death affected him greatly. McKay was 65 years of age. He was highly esteemed among his associates and innumerable friends in this city and in the Orient. He is survived by a niece who lives in Missouri."

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentleman's Shirts made to order, and Children's and Ladies' Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1909.

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.
Apply to—
DAVID SASSOON & CO., Ltd.
Hongkong, 15th September, 1909. [58]

TO LET.

GODOWN, No. 4, PRAVA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1909. [730]

MODREENAGH.

DWELLING HOUSE, to Let at Peak, partly furnished.
Apply—
JARDINE, MATHESON & CO., LTD.
Hongkong, 21st September, 1909. [724]

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yard and Servants' Quarter on Shamen Lot 55, now in the occupation of the Mitsui Bussan Kaisha.
Apply to—
DAVID SASSOON & CO., Ltd.
Hongkong, 4th October, 1909. [694]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour, from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).
Apply to—
THE COMPRADEORE DEPARTMENT, E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909. [188]

TO LET.

NO. 1 & 2 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3, CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-KEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAVA EAST BLUE BUILDING, and No. 16, Des Vieux Road next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VUEX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [15]

TO LET.

GODOWN, No. 14, DUNDALL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [71]

PHAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.

NIGHT GARS.

4.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.

NIGHT GARS on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.
SPECIAL GARS by Arrangement at Mr. Company's Office, ALEXANDRA BUILDING, 21 Years Road Central.
JOHN D. HUMPHREYS & SONS, General Managers.
Hongkong, 1st April, 1909. [14]

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Miras and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows: "We have pleasure in stating that Mr. L. I. KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(84.) A. S. WATSON & Co.,
15th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th September, 1909. [17]

LI KWONG LOONG & CO.,

GAMING-MARKS and ART DECORATORS,
from Shanghai, has re-opened their FURNITURE STORE

at
No. 10, DES VUEX ROAD CENTRAL.
The only Shop in Hongkong with this name.

Hongkong, 24th October, 1999

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER-ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1900.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 30, 1900.

THE DANGER TO WHITE
AUSTRALIA.

Australian papers have concerned themselves of late with the recent case of the Chinese teacher in Melbourne, being refused admission into the Commonwealth under circumstances fully reported in these columns the other day. Commenting on the case in question the Sydney Daily Telegraph remarks: The chief danger menacing the white Australia policy is fanaticism in its administration. A case in point is furnished by the refusal to permit the landing in the Commonwealth of a Chinese school teacher for the education of Chinese children in the language of their parents. A request has been made for exemption on behalf of an Oriental scholar whose mission is to found a college for Chinese students who wish to obtain an education in the literature of their race, which is otherwise not available to them. Surely the gratification of such a desire as that involves no threat to the white race in Australia. It is not even proposed that the Chinese teacher should stay there longer than the term for which the Restriction Act enables special exemptions to be granted to visiting aliens, and ample guarantees have been offered to ensure his return within the period of grace expired. To refuse him permission to enter under these circumstances is not part of any broad statesmanlike policy; it is simply an exhibition of that kind of fanaticism which we usually regard as a characteristic of coloured races. It is the sort of thing that tends to reduce the Commonwealth alien exclusion laws to an absurdity. The only justification for those laws is the necessity of self-preservation, but in a case of this kind such a plea would be farcical. Instead of administering the Restriction Act with undue harshness it should be their aim to soften its irritating incidence as much as possible consistent with making it effective for the purpose in view. Otherwise the very existence of the white Australia policy is endangered. For the enforcement of the policy the Australians have in the last resort to rely upon the sympathy of Great

Britain, where it specially behoves them to show that the object is a rational one. If a million or a thousand or a hundred Chinese schoolmasters sought admission under the exemption clause of the Restriction Act, there may perhaps be ground for suspicion that some trick was in contemplation. But when it is simply a question of one asking to come in under bond, to refuse is to risk bringing the white Australia policy into ridicule amongst British statesmen who are not seized of its meaning as we are. And that is a thing which it is worth doing a good deal to avoid. This is an eminently common sense view to take of the question, but will the Australian labour members be convinced of the force of the logic which should raise the barrier in favour of Chinese of the exempt class?

LOCAL AND GENERAL.

MR. E. R. Hallifax has been appointed First Police Magistrate until further notice, with effect from October 28.

MR. G. Balloch has been appointed a member of the Medical Board during the absence on leave of Mr. H. A. W. Slade.

FOR returning from banishment, a Chinese was awarded six months' hard labour and six hours' stocks at the Magistracy this morning.

KURASIAN nurses from India will gradually replace the male doctors who attend on the natives in the Government hospitals in Penak.

It is notified in the Gazette that Mr. H. E. Y. Haggard has vacated his appointment as assistant engineer in the Public Works Department.

A MEMORIAL of re-entry by the Government of New Kowloon Survey District 1, Lot No. 5301, has been registered according to the law.

SEVENTY-FIVE undesirable arrived by the S. S. Tylwin yesterday. They were taken charge of by the Police and sent to their native homes.

ARE you always drunk? asked the magistrate of a habitual at a London police court. The Toper (with dignity): No, sir; sometimes I'm asleep.

CONDITIONS regarding nomination of candidates for the Nobel Peace Prize, 1910, may be learned on application at the Colonial Secretary's Office.

HIS Excellency the Governor has been pleased to appoint Mr. F. A. Hazeldene to act as Attorney General until further notice, with effect from October 27.

A CHINAMAN was given six weeks' hard labour and six hours' stocks in the Police Court this morning for stealing a quantity of type from a local printing office.

HONGKONG has lost a good athlete. Mr. P. G. Fenwick, who was a newcomer and has done well this season, left by the English Mail today for Singapore on transfer.

HIS Excellency the Governor has specified Tai O as a port or place into which or from which dutiable liquors and denatured spirits may be imported or exported.

THE Doyen of the Diplomatic Corps in Peking has informed the Waiwupu that the foreign representatives will attend the Hsiao Chin Empress's funeral on November 9.

AT the request of the Yuchuanpu the Prince Regent has agreed to send delegates to re-survey the boundaries between Kirin and Korea to enable boundary stones to be erected.

THE Master of the British s.s. *Tetelmach* reports less water than that marked on the chart on Coral Bank Crossing, Saigon River, having found 13 feet in middle of river.

IN the course of a larceny case at the Magistracy this morning, it was found that the defendant was a leper. He was removed to Victoria Gaol, where he later underwent a medical examination.

THE appointment of the Honourable Mr. W. Rees Davies, K.C., as Chief Justice during the absence on leave of His Honour Sir Francis T. Pigott, on until further notice, with effect from the 27th October, is gazetted.

A NUMBER of Chinese who were being exposed in the stocks for a larceny were, the cynosure of all eyes in a busy part of the town this morning, and elicited the jeers and jibes of a motley crowd of Chinese.

IT is stated by a Shanghai Chinese contemporary that in consequence of the boycott against Japan having increased of late, Mr. Juin, Japanese Minister at Peking, has repeatedly urged the Waiwupu to interest itself in the matter.

TAOTAI Alfred Sz of Harbin has been ordered by the Waiwupu to proceed to Kuangch'eng to confer with the Russian Director of the Eastern Manchurian Railway on the delimitation of boundaries between Chinese and Russian territories.

UNWISDOM to audit, the directors of the International Cotton Manufacturing Co., Ltd., intend to recommend at the annual meeting of shareholders, the payment of a dividend at the rate of 10 per cent. per annum for the year ended September 30, 1900.

IT is notified that, consequent on the retirement on pension of Mr. Arathoon Seth, I.S.O., His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Mr. J. H. Kemp to be Registrar of the Supreme Court, Registrar of Companies, Official Administrator and Official Trustee.

MR. E. D. C. Wolfe to be Head of the Sanitary Department, Mr. R. O. Hutchison to be First Assistant Registrar General and Deputy Registrar of Marriages, with effect from the 30th October.

THE TEAM LAUNDRY COMPANY,
LIMITED.

ANNUAL MEETING.

The annual meeting of shareholders of the Company was held at the Hongkong Hotel this afternoon. There were present: Mr. W. H. Hutton (Chairman), Hon. Mr. E. Osborne (Director), and Messrs. G. J. B. Sayer, Wong Kam-ik, A. Silva and Mak Fuk.

The Chairman said: "The report and accounts having been in your hands for some time we will, with your permission, take them as read. We regret the profit for the year is less than the two preceding years, in a great measure due to the fact of \$2,753 through our late sheriff, who after being with the Company since the start turned out a thief. But for this loss the result, considering the depression the Colony has been passing through, would not have been so unsatisfactory, though one would hardly think that bad times would cause a falling off in washing. The fact is that people do not realise the importance of having their washing done under European supervision and in the best sanitary manner, otherwise I feel sure our Company would command a more general support than it does at present. We can, however, congratulate ourselves that ours is the only steam laundry in the East that has survived the opposition of the native dhoty, who has the support of the trusted house boy who never fails to point out any damage, by saying, 'See what that steam laundry have done!' the reason being that when he sends to his friend, Ah Siu, a good many plates are charged for which never go to the wash. And the fact that we are still in existence shows that at least some of the residents realise what they had put up with before our laundry started. If we only saw the places occupied by native washermen and the water used by them, they would, I think, feel uncomfortable at the mere thought of receiving their clothing back into the house, let alone wearing them. Since our last meeting we have installed a dry cleaning plant and we hope and expect that this will help our profits in the future. Before moving the adoption of the report and accounts, I should be glad to answer any questions."

Mr. Sayer asked how the sheriff could embezzle so large a sum as \$2,753.

The Chairman replied that the amount was comprised principally in ship's large bills, which at times are unpaid for several months and that the sheriff, by substituting one payment for another, made it difficult for the fraud to be detected.

Mr. Sayer thought that if the manager had paid proper attention to the matter this loss might have been avoided.

Mr. Sayer further asked for information as to the agreement under the heading accounts receivable.

The Chairman replied that this represented roughly a month's outstanding bills.

There being no further questions, the Chairman proposed the adoption of the report and accounts. Mr. Sayer seconded. Carried.

Mr. Sayer proposed the re-election of the Honourable Mr. E. Osborne as director. Mr. Wong Kam-ik seconded. Carried.

Mr. Wong Kam-ik proposed and Mr. Mak Fuk seconded the re-election of Mr. A. O'D. Gaudin as auditor.

The Chairman thanked the shareholders for their attendance and stated that dividend warrants could be had on application on Monday, November 1st.

THE IL-FAITHED "RAGNAR."

OFFICERS' AND CREW'S SAFETY.

It will be remembered that, when a part of the Chinese crew of the wrecked Norwegian steamer *Ragnar* were brought back by H.M.S. *Flora* on Sunday last, the men, reported that, shortly before the arrival of the rescuing party from the British cruiser, the three remaining European officers and five Chinese left Pattle Island on a boat for the Indo-Chinese coast. Some days elapsed without anything being heard of the fate of these survivors of the wreck, and though the *Flora* searched the coast for the lifeboat nothing was seen of it.

On Thursday, 28th inst., Mr. J. Eitzen, the Vice-Consul for Norway in Hongkong, was in receipt of a telegram which conveys the pleasing information that the European engineers of the ill-fated vessel and the five Chinese members of the crew are all safe. The telegram was dispatched from the Pusan Canton lighthouse on an island to the south of Tourane. It announced the engineers' and the crew's safety and also asked for assistance at once for the remaining Chinese crew who were supposed to be still marooned on Pattle Island, for the Europeans had no knowledge that any assistance had come to their rescue from the *Flora*.

The five members of the Chinese crew, saved were:—One steward, pantry boy, cook, the No. 1 boy, and a cabin boy.

CEMENT BIDS.

FRENCH COMPETITION.

Bids were opened at Manila on 23rd Oct. in the office of the chief quartermaster of the division for 4,000 barrels of cement. The bidders and their bids are as follows: W. H. Anderson and Co. \$2,295; ship side delivery; Wise and Co. \$2,422; delivery at depot; Societe des Ciments Portland Artificiels de l'Indo-Chine \$2,050; ship side delivery; \$2,150; delivery at depot; Findlay and Co. \$2,390; ship side delivery; Mitsui Bussan Kaisha \$2,390; ship side delivery. The award was not made, the chief quartermaster of the division taking the bids under advisement.

TWENTY-NINE gamblers appeared before Mr. E. R. Hallifax (First Magistrate) in the Police Court this morning. Two of the men were each fined \$24, while the rest had each to pay \$3. The gambling money and paraphernalia were confiscated.

NOTES BY THE WAY.
THURSDAY'S COUNCIL.

Some very interesting subjects were discussed at the meeting of the Legislative Council on Thursday afternoon. One Hon. Mr. Murray Stewart accused the Government of vandalism in the matter of the Colony's arbutus beauties. With regard to the questions raised by an honourable member in respect of the abolition of the post of Sanitary Surveyor, His Excellency the Governor assured Council that due consideration would be shown to an old and faithful servant by a paternal Government. That indispensable adjunct of the Colony's social life—the City Hall—also came in for attention, and, incidentally, the interesting argument was raised whether a policeman could be within the Hall's precincts without a ticket. Altogether, Thursday's meeting provided an abundance of food for gossip, which curiously contrasted with the usual cold dried proceedings which are a feature of the meeting of the august assembly.

OUR UNQUIETUS VISTOR.

Misfortunes never come singly. One would have thought that one typhoon would have sufficed for the season, but this was not to be, as the violent squall which swept over the Colony on Monday night amply proved. Of course, some people argue that a typhoon is not a typhoon unless it is responsible for wholesale destruction, which leads one into the question of what's in a name. Probably the average griffin will be unable to discover for himself if a typhoon is of the genuine variety, but this is by the way, and the main thing is whether these cyclonic visitors which sweep the China coast at this time of the year are not of sufficient severity to constitute themselves a nuisance. The answer is obvious: It is perhaps fortunate that Monday's storm did not develop into a pure unalloyed typhoon, for then there would have been a rough house among the griffins gracing these shores, whose abnormal interest in matters concerning typhoons prior to seeing one has been noticed to give way to lethargic indifference after their wish had been gratified. However, all's well that ends well.

AN "AT HOME" WHICH NEVER CAME OFF.

While on the subject of typhoons, it will be interesting to note that the typhoon fiend is not merely a terror of the poor but is unsparring in his attentions to both high and low without fear or favour. After innumerable postponements, the small "At Home" which was to have been held at Mountain Lodge was finally cancelled the other day by order of His Excellency. What a great disappointment it must have been to those who had received invitations. And all on account of the fickle, changeable weather.

LATEST AMERICAN CRAZE.

The other day, Iowa, U.S.A., started a kissing crusade—anti-kissing—which elicited not only the sympathies of "lovely women," chiefly composed of spinsters, but the microbe-producing possibilities of the question so strongly impressed members of the fair sex that they themselves "enlisted" in the cause. We now hear that a "League of Politicians" has been formed in New York, which have issued buttons for those about to qualify for a certificate for politicians with these inquiries: "Are you a gentleman? Are you willing to give your seat to any woman standing in a street car? If you are, you may wear the Stefford true blue button, by which you are pledged to see that women are seated before men."

HONGKONGITES need not quail at the possibility of impending disaster, for the simple reason that the local cars are not provided with any straps to speak of. But this really makes no difference, for I have not yet seen any man in the Colony who had the effrontery to rejoin his seat so as to cause a member of the weaker sex to go without one.

BRITISH POST OFFICES IN CHINA.

A northern journal has apparently anticipated the wishes of the local community in the matter of British Post Offices at the Treaty ports, for the following statement appeared in a recent issue: "We learn that a circular letter has been issued by the Hongkong Government and circulated among British firms in China asking their support to assist in carrying on the British Post Office at the various treaty-ports, the annual loss on this apparently proving a heavy tax on the Hongkong Government's declining revenue." As far as I am aware, the Hongkong Government has done nothing of the kind but "facis as obsequi, tamus diu."

ANOTHER FLING AT HONGKONG.

The following yarn may be a chestnut to some of my readers, but the sense of humour contained in it justifies its reproduction. It is as follows:—A large German woman held up a long line of people at the money-order window in a city post-office the other day, and all because her money went back on her. She wanted to send some money to her son, a sailor on a merchant steamer, then in foreign waters, but when she presented the application at the window the clerk noticed that the address was lacking. "Well, where do you want to send it?" he asked. "We can't give you the money order unless you know the name of the place."

"Yah, dot's de trouble," she replied. "I don't bring his letter, and I can't remember de name of der town, but it's some place out by China; dot sounds like der noise an automobile makes."

The two clerks looked at each other dubiously. "What kind of a noise does an automobile make?" asked one. "Honk, honk," suggested the other. "Yah, dot's it," exclaimed the woman. "Honk, honk, dot's de place." "Fill it in Hongkong," said the clerk, and she paid over her money with a smile of relief.

CASUAL CHITTY.

A TOKIO message to the *Mail* states that the Imperial Household Department has received a telegram stating that Lord Kitchener will arrive at Tokio at 2.10 p.m. on November 2.

On his arrival, he will be presented to the Emperor by Sir Claude MacDonald, the British Ambassador. On the following day, Lord Kitchener will attend the Imperial Birthday Military Review and the usual banquet at the Palace.

MINISTERING CHILDREN'S
LEAGUE.

THIS AFTERNOON'S DALLAGE.

Favoured by excellent weather, the latest and fancy fête given under the auspices of the local branch of the Ministering Children's League, were held on the Victoria Pier at Piffade Ground this afternoon. A large and fashionable concourse attended the bazaar and generously doctored table, purse strings in aid of the deserving charity. A word of thank is due to Mrs. F. H. May, whose indefatigable efforts, ably assisted for the success of the undertaking, the parade ground was tastefully decorated and laid out with the various stalls, attended over by fair stall holders. Particularly worthy of mention are:—

Tea stall: Mrs. Lyon and Mrs. Green; ice stall: Mrs. Sato; packing stall: Mrs. Bell and Mrs. Pennington; "Kandy" work: Mrs. Tooker, Miss Glover, the Misses Rich, Mrs. Eves and Mrs. White; sweet stall: Mr. Beck, Miss Bryer and Miss M. Louisa; orange stall: Mrs. Lammert; charity stall: Mrs. Glimble. All the works have been done by members of the League, which showed a great improvement over those of last year. A prominent feature of the bazaar was a miniature sedan chair, the work of little miss from Kowloon under the superintendency of Mrs. Eves and was in every way an artistic reproduction.

During the afternoon, variety entertainment was held and was greatly appreciated.

SWATOW'S SHIPPING.

COMPETITION ON THE BANGKOK RUN.

MR. R. A. Cutler, acting deputy Commissioner of Customs in charge, temporarily writes in his annual report for 1900 as follows:—

There is a falling decrease in the number of vessels entered and cleared, coupled with a slight increase in tonnage. British and German totals show an increase, while Dutch, Norwegian, and Chinese vessels have been fewer. Japanese remain about the same as in 1907 and no French vessels have visited the port. The withdrawal of the Nippon Yusen Kaisha's chartered Norwegian steamers from competition with the Norddeutscher Lloyd in the Bangkok trade, accounts for the decline in the number of Norwegian steamers calling at this port, and rates for freight and passage, which had been cut during the competition, have resumed their former standard. Since 1907 as yet on a level with those of the two preceding years, and coast freight on the regular routes suffered no change, though rates for chartered cargoes were slightly lower. It is reported that a Chinese company is being formed in Bangkok with a capital of 5 million taels to run a line of steamers between Swatow and Bangkok in opposition to the Norddeutscher Lloyd. The Wuhu-Swatow trade has been carried by chartered outside steamers, mostly Norwegian, during the latter half of the year, owing to a boycott enforced by the Wuhu shippers against "the three companies," who had tried to institute new charter-party terms to protect themselves against detention of their steamers caused by the Wuhu shippers loading rice in small lots to suit their own convenience and keeping the steamers till a favourable market offered in Swatow. 16 steamers chartered by the rice shippers arrived during the year, their cargoes being discharged in the stream and landed into native godowns rented by the consignees. The condition of storage and settlement of claims for damaged bags have not, however, been so favourable to consignees as they expected, and the latter have recently evinced a desire to effect a compromise. It is not improbable that a return to the regular traders will be made for the coming rice season. Inland navigation shows a slight increase in the number of trips and tonnage. One launch was sunk in collision, in October, and became a total loss, the passengers and crew all being saved.

PASSENGER TRAFFIC.

There is a falling off in the number of emigrants and coolies travelling to and from foreign countries, while the inland waters passenger traffic has almost doubled. The passenger figures to and from Bangkok were unduly inflated in 1907 owing to the keen competition between the Norddeutscher Lloyd and the Nippon Yusen Kaisha, the cheap rates offered attracting an adventurous class of men to go without any definite engagement in view. A great many of these emigrants returned to Swatow after a few months, finding that they could not obtain employment. Brist competition and cutting of rates during the year account for the enormous increase in the inland waters passenger traffic. The s.s. *Kohshon*, arrived on Christmas Day to ship labourers for the exploitation of the Pelew Islands, but permission being refused by the Chinese authorities for the emigration, the vessel left on the 16th January, 1909, with only the foreign members of the expedition.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Footscragh*) 1st prox.
American (*Montgolfier*) 2nd prox.
German (*Kuhle*) 4th prox.
Indian (*Kushang*) 11th prox.

The s.s. *Zaffra* left Manila on 30th inst., and is due here on 1st prox. at 4 p.m.

The P. M. S. Co.'s s.s. *Montgolfier* is due to arrive in Hongkong on 1st prox. at 8 a.m.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver, B.C., for Hongkong via usual port of call on 28th inst., p.m.

The Imperial German Mail s.s. *Prinz Sigismund*, which left here on 7th inst., at midnight arrived at Sydney yesterday at 3 p.m.

CAPTAIN J. Warrack, of the s.s. *Chili*, reports that, while at anchor in Belloc Harbour at low water spring tides, heavy breakers, having the appearance of a rock almost smooth, were seen in approximately the following position:—Rocky islet bearing S. 41° E. (magnetic), distant 1.6 miles.

Telegrams.

HONGKONG TELEGRAPH
SERVICE.

THE HARRIN TRAGEDY.

ASSASSIN'S DETERMINATION.

[By courtesy of the "Shuang Po"]

Peking, 29th October.

Prince Ito's assassin is a Korean thirty odd years of age; he was dressed in European costume.

He fired six shots at Prince Ito which took effect in the abdomen inflicting a mortal wound.

Later.

When the assassin discovered that Prince Ito had been wounded, he exclaimed: "Ten thousand years for Korea!"

The assassin was arrested by the Russian Police and handed over to the Japanese authorities for trial.

Later.

The Russian officials sent the coffin with Prince Ito's remains to Tairen on 27th inst., where it was transferred to a Japanese man-of-war conveying Japanese and Korean officials to receive the remains.

Later.

H.E. Liang Tzu-yen, president of the Waiwupu, as the representative of the Grand Councilors, called on the Japanese Minister at Peking to convey their condolences to Mr. Juin on the death of Prince Ito.

The Japanese Minister remarked that Prince Ito had proceeded to Manchuria to confer with high officials of Russia and China in order to remove the misunderstandings existing between the two countries and to restore amicable relations between them, and at the same time His Excellency contemplated a tour of Manchuria.

Now that Prince Ito has been assassinated he (the Minister) did not know who was going to protect the peace in the Far East in future.

THE LATE CHANG CHIH-LUNG.

THE FUNERAL.

[By courtesy of the "Shuang Po"]

Peking, 29th October.

The remains of the late Grand Secretary Chang Chih-lung will leave Peking on the 3rd prox.

NEW FRENCH MINISTER.

ARRIVAL AT PEKING.

[By courtesy of the "Shuang Po"]

Peking, 29th October.

The new French Minister, M. de Margerie, has arrived at Peking.

His Excellency will have an audience with the Prince Regent on the 3rd prox.

TYPHOON WARNING.

The following telegram was received from the Manila Observatory at 11.50 a.m. to-day:—October 30th, 11 a.m. Cyclone or typhoon over South China Sea moving W.

HK general traffic agent of the C. P. R. Co. has received a message from Yokohama stating that the R.M.S. *Empress of Japan*, which sailed from Hongkong on the 16th instant, reported "All Well" 1,250 miles from Yokohama, on Friday evening. The friends of passengers on board will doubtless be glad to receive this intelligence.

It is stated that a number of Chinese residents in foreign colonies have telegraphed to the Ministry of Agriculture, Industry and Commerce to inquire what amount of the necessary fund for the re-organisation of the Navy was still lacking, and to express their desire to make donations towards the deficiency. The Ministry replied that Tk. 1,600,000 was still wanted.

Tax cultivation of poppy for opium is now officially reported to have been prohibited throughout British territory in the Persian Gulf, while the Native States in the Persian Gulf are also being moved to put a stop to the production of opium. The stoppage of poppy cultivation has, it is said, been accompanied with a notable enhancement in the price of wheat cultivation.

\$5,000 CONCEALED IN SOCKS.**A TRICK THAT FAILED.**

As the result of a false report which was made to the Police yesterday afternoon, a daring thief fell into the pit which he had dug for himself. It appears that, shortly after two o'clock yesterday afternoon, the man in question, a shop-coolie employed at 19, Cranshaw Road West, received eight cheques from the master of the shop with instructions to cash them at various banks. The thief presented the cheques at the respective banks and drew \$5,700. Returning to the shop, he informed the master that he had been attacked and robbed of all the money and at about five o'clock, he went to the Central Police Station and made a report to the effect that, while leaving the Russo-Chinese Bank, he was set upon by two or more men, who threw pepper into his eyes and wounded him in two places on the chest and inflicted another cut on the left arm. They then rifled his pockets and stole the entire amount of money which he had drawn from the bank. Detective-Sergeant Grant and a Chinese constable made inquiries into the case. After about an hour and a half, it was discovered that the cuts of which the shop-coolie a few minutes previously complained had been self-inflicted. The man was searched and, in the sole of his socks, was found the missing money. He was charged before Mr. J. R. Wood (Second Magistrate) this morning with embezzlement and was sentenced to six months' hard labour.

The smart work of Detective-Sergeant Grant reflects the highest credit on the Detective Department, especially when it is considered how difficult it is to investigate a false report.

THE TRADE GATE OF HONGKONG.**AMERICAN HANDICAP.**

Throughout a considerable part of China the natives are abandoning home-made paper umbrellas for imported cloth ones. An oil paper umbrella may be purchased for the equivalent of from six to ten cents in American money. It is remarkably durable. It is much more impervious to rain than a dollar cloth umbrella. To the eye of the foreigner, every Chinese umbrella, however cheaply made, is pretty, while there is nothing uglier than the plain black article used in the western hemisphere. The "foreign devil" driving a trade with China finds a market for umbrellas because he has convinced the Chinese that the imported article is desirable because of its handsome appearance. The invasion of the black cloth umbrellas in China shows how readily the unnumbered millions of "consumers" in this vast country turn to the foreign purveyor.

Hongkong is the distributing centre for foreign goods seeking a market in South China. British and German commercial houses predominate in the city of Victoria, which the world calls Hongkong, just as it had never been christened in honour of British royalty when the island became a crown colony. The Japanese are making every effort to carry a fair proportion of the sea-borne freight to Oriental ports in Japanese bottoms, and plan to get a good footing upon land wherever this may be done.

The United States must awaken to the golden opportunities of the American manufacturer in Asia or see a commercial Klondike exploited by other nations as the opening of new channels of trade in China progresses. Which course will be taken? Up to the answer depends the question of whether "Yankee shrewdness" will continue to be a descriptive term in this part of the world.

GREAT OPPORTUNITIES.

Just now there is passing through Hongkong, for interior points in China, a large amount of various commodities ships entering Hongkong harbour are steel. In general terms both Europeans and Chinese are buying building materials, fire-arms, ammunition, explosives, engines of various types, tools, machinery, electrical supplies, and all articles having to do with the introduction of European ideas of development in China. The natives are all but clamoring for all sorts of cheap toilet articles, cutlery, cotton and woollen goods, canned goods, watches and clocks, flour, oil and other commodities of which the United States is a large producer.

One finds in Hongkong more or less "trade literature" bearing upon the excellence of American-made goods, but the power of printers' ink—as great as it undoubtedly is in influencing results in any commercial campaign—cannot suffice in itself, unaided, the competition of an organized force upon the ground, coupled with large commercial fleets on the sea. As to how the United States set about building a merchant marine, economists honestly differ. That the absence of the Stars and Stripes from ocean highways is prejudicial to the development of a large trade with other countries is indisputable.

So long as the non-existence of American merchantmen continues to handicap American manufacturers and exporters, the further handicap of non-representation among the large trading houses in distant countries operates as a bar to the capture of the proportion of trade merited by the quality of American products.

OPPORTUNITY STILL WAITS.

The success met with by American flour and oil in China indicates the opportunist is open to—but not waiting indefinitely for—American enterprise. But the fight, to record success, must be made against odds sufficiently great to stir fighting blood. The German and English houses controlling most of the business in Hongkong, and into China, are connected with, or owned by, "home" interests. Such houses are glad to represent American "lines" merely to prevent, if possible, the establishment of commission houses devoted to the exclusive representation of American manufacturers. The result is the misrepresentation of American goods in this market, and stagnation for our trade. There is no American bank in Hongkong. It transacts business with Yankee celebrity which is beyond the capabilities, and the comprehension, of both British and German

banks, but there are several large banks, long established, actively interested in promoting German and English business, and a virtual partnership exists between European commercial and financial institutions of the same nationality.

With the exception of the Canadian Pacific and Pacific Mail and allied lines, and a Japanese line, all steamships entering Hongkong harbour are controlled by the two nations dominant in commerce here. As railroad freight rates in the United States tend toward a gravitation of a considerable portion of western freight to Atlantic ports, the absolute control of the Atlantic shipping by foreign steamships is a disadvantage to American firms. Add to this the fact that the British and German firms here have American offices which look not only to the sale of Chinese goods in the United States, but also keep an eye peeled upon prices and products in America with a view to head-off competition. While the British and German firms are keeping tabs upon American affairs, the large Hongkong banks, their direct-branches composed of the heads of leading British or German commercial houses, force any American seeking their services to lay the details of his enterprise before them. In other words, he is compelled to hand his business secrets over to his business rivals. Naturally an American turns to his own bank, but the other half dozen are close corporations for the promotion of British and German trade.

ONLY FIFTY AMERICANS.

About 33,000 vessels of more than sixty tons enter Hongkong harbour each year. More than half of these are Chinese junk, corresponding to the schooners that carry coastwise commerce in American waters. British steamers number more than 5,000, Germans nearly 1,000, Japanese and French about 500 each, Chinese between 300 and 400. Norway sends about 300 vessels to Hongkong, and Portugal about 200. Americans, less than fifty. There are a hundred or more export and import houses in Hongkong. Seventy-five are divided equally between English, German and Dutch. Portuguese, Spanish, Parsees, Italians and others fill up the rest of the list. The United States boasts two.

There is no prospect for a large increase in American trade with South China while American manufacturers are represented in Hongkong by agents whose interest lies in promoting the sale of the products of our rivals in trade. There is always inattention at once of the line or the other when an order is placed with a firm thus represented. If, by any chance, there is genuine activity here, the lack of it at home, where no great amount of consideration is given to an agency remotely situated and discouraging in the dimensions of the business done, makes the deal a failure and a bad advertisement. There is no one here to investigate the market, to find and to develop opportunities where the other nations are finding and developing them. There exists, in the minds of American manufacturers who have not been upon the ground, the erroneous idea that the purchasers in China are not particular as to what they buy. The man on the ground knows that while they may be converted to the theory that a dollar umbrella made of cloth that leaks is superior to a dozen ten-cent umbrellas that do keep out the rain, the Chinese insist upon getting just what they order. And the Briton and German stay with the market to insist that they alone may be depended upon to deliver the "goods" according to contract. Unfortunately for American interests, when an order placed with an agent who does not particularly care whether he sells American goods, or filled by an employee who is under the impression that anything will do for China, full advantage of the mistake is taken. The report that Americans are unreliable is vigorously circulated where there are few Americans here to deny it.

COUNTED THE MATCHES.

A story current among the travelling representatives of European houses is that a Chinese merchant placed with the agent of an American match factory an order for a large quantity of matches in boxes of five hundred. When the matches arrived the merchant opened a box and counted the number of matches it contained. There were 495. The sagacious Chinese suspended business while he had his clerks open each box and count they contained more than 500 matches, and some of them less than that number. The grand total, figured out in Chinese characters that covered many sheets of paper and employed the time of several accountants, was a few hundred matches less than the number that should have been delivered in fulfilment of a promise to send out a certain number of gross of boxes. The results compensated the Chinese wholesalers for the expense of the investigation. He has since been a vigorous muck-raker who advises every one not to patronize the agents of American firms.

China is an enormous mine of purchasing power out of which the nations of the West will dig more gold within the next century than has ever come out of shafts driven into the earth or the shifting sands of gold-bearing streams washed by placer miners. Railroad development, now embryonic but alive, will open markets now inaccessible and the increase from the present volume of trade will be by leaps and bounds. The question asked by friends of America in the East is whether Americans are going to awaken with the commercial "awakening" of China.—Frederic J. Haskin, in San Francisco Evening Post.

Mr. H. L. Chittenden, Manager in B. N. B. of the B. P. Petroleum Syndicate, has sailed for Borneo. This probably means that he is bringing machinery, and that boring will be commenced on his arrival. May his enthusiastic optimism be rewarded by a "spouter."

A CHINESE dispatch says that in order to prevent the importation of Indian salt into Tibet, the Ministry of Agriculture, Industry and Commerce proposes to send experts in salt manufacture to Tibet to instruct the Tibetans in salt-boiling so as to meet their own demands and render them independent of the Indian product.

CANTON DAY BY DAY.**FLOOD DISASTERS.***[From Our Own Correspondent.]*

Canton, 29th October.
Further reports have been received by the Canton officials from the various districts concerning the extent of damage caused by the floods after the typhoon of the 20th instant. A Shui Tung letter states that the water rose ten feet above the normal level and the embankments have been destroyed in several places to the extent of over three hundred feet in that district alone. A letter from the Ko Yu district states that, owing to the excessive rainfall, some nine hundred feet of dykes of the Kong Woo Wai gave away as the result of the floods after the typhoon. All plains and paddy-fields were under water for two days and many houses have collapsed. A letter from Tung Kuo district gave the most pitiful account of the condition of the sufferers by the flood. Owing to the collapse of the embankments in many places within the district enclosure, all the villages in the low-lying lands were inundated and the water rose as high up as the house doors, and at present some thirty thousand people are left homeless. The people complain that the lines of the Canton-Hankow Railway lying through their district in such a way that the water cannot find an outlet by which it can flow to the sea, thus serious floods were caused.

RELIEF DESPATCHED.

The Central Relief Committee to-day delegated Mr. Li and Mr. Leung on board the steam launch Kwong Wing with a quantity of 30,000 catties of rice to Welchow for distribution to the flood sufferers.

H. E. Viceroy Yuan has also deputed expectant magistrate Lan Ngao to proceed to the districts along the East River to inquire about the condition of the floods and to relieve the sufferers with rice and other provisions.

JAPANESE MOURNING.

The Japanese flags at the Japanese Consulate-General and all the Japanese firms at Canton were half-masted to-day as a mark of respect for the death of Prince Ito.

FLOWER RATES.

The native flower boats on the Canton River after the occurrence of the disastrous typhoon of the 28th July last and the great fire of the 30th January last at Tai Sha Tau, reduced in number to some eighty only. As restrictions have been enforced by the authorities against women of the underworld carrying on business in the floating pleasure resorts on the river, great difficulties have been experienced by these people to find a livelihood, and they have now determined to give up their business and sell their boats by the end of the moon and to seek for other occupations.

MR. FAIRBANKS.

The ex-vice-president of the United States of America, Mr. Fairbanks, who spent a few days on a visit to this city, left here yesterday by a night boat for Hongkong.

KOWLOON-CANTON RAILWAY.**APPOINTMENT OF MANAGER.**

The current issue of the Government Gazette contains the following notification:—His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Mr. Edward Sargent Lindsay to be manager of the Kowloon-Canton Railway, British Section, with effect from the 28th October, 1909.

COMMERCIAL.**FRIGHT MARKET.**

Messrs. Lamke and Rogge write under date Oct. 30:—During the period that has elapsed since issue of last report, the volume of business that has come to pass has not quite fulfilled the expectations of owners, especially does this apply to the rates obtained. A strong demand has been in appearance throughout the fortnight, and it is solely attributable to the scarcity of tonnage and the extreme difficulty to make both ends meet, that numerous inquiries, especially emanating from the North, could not be filled locally.

As regards Southern business, Saigon to Hongkong, there is still next to nothing doing, the prospects of putting a vessel on the berth being so poor that some regular liners have been compelled to look again for employment in other directions. Rate is unchanged at 8 cents per picul, for small lots, as they pick them up. No material revival of business can be looked for until next year's crop is put on the market. The offering of freight at the time of writing is a little more freely due to floods in the Canton districts, which have inflicted some damages on the rice crop.

Actual charters there have been only in connection with Philippine business, a couple of fixtures being effected on basis of 25,000 piculs at 25 cents, 35,000 piculs at 22 cents, 40,000 piculs at 20 cents.

Saigon/Java.—There was an inquiry in the market for early November loading, but up to the time of writing it is not reported that this order has been filled.

Java/Hongkong.—Only one fixture is on record as per overleaf. The demand in this direction is not very strong at present, the latest information is that tonnage is supplied for prompt loading.

Newchwang/Canton.—Locally only a few charters have been arranged for. Reports to hand state that many fixtures have been done through Shanghai for loading at Newchwang to Swatow and Amoy on "laurel" terms. Further demand is showing, but difficult to meet on account of scarcity of suitable tonnage.

Coal Japan.—Coal tonnage is practically not procurable, several inquiries also placed on the London market, being despatched to. Charters are offering \$1.20, whereas owners demand \$1.25 per ton. A \$1,000 tender offering at the latter figure was withdrawn and is fixed Daily Steam with board.

Last rates paid.—Wakamatsu/Canton \$4.50, Wakamatsu/Hongkong \$2.00 per ton.

Time-Charter.—Several suitable vessels have been taken up on time-charter for special business. The Chinese have evidently determined to continue the competition against the regular lines to Halphong, and have, besides the two steamers already running in this trade for some time past, taken up another boat in time-charter. For cattle trade from Annam coast to Philippines also two vessels have been secured, the *Solida*—for a period of 6 months and the *Standard* for 2 options 6 months, both at \$5,000 per month, also the *S. F. I.* for a trip Pheum-pen to Manila, lump sum \$5,500. The German *ss. Matilda* has been chartered for a voyage from Swatow, hence to Samoa and back to Hongkong on lump sum basis, terms are kept private.

Casualties.—We regret to have to report the total loss of the well known coaster *Norw. ss. Ragnar*, which went ashore at Money Island—Paracelles—on a voyage from Singapore to Hongkong, loaded with a cargo of timber for Shanghai. The ship was abandoned by the crew, evidently owing to her dangerous position. Upon receipt of the news, the Dan. salvage vessel *Proctor* was despatched to the scene of the wreck, and after taking due observations as to the possibility of refloating her, it was concluded to start operations. However, before there was an opportunity of putting into operation the scheme, bad weather set in and the *Ragnar* was lifted by a heavy swell and foundered.

Sail Tonnage Loading or to Load:—for Baltimore and New York:—Brit. bark *Editha*, 2,668 tons, arrived 30th July. Brit. ship *Jules*, 2,652 tons reg., arrived 11th September. Sail Tonnage Disengaged:—Brit. ship *Lynahurst*, 2,311 tons, arrived 25th September. Departure of Sailors:—Brit. ship *King George* 23rd October for Baltimore and New York.

YARN MARKET.

Hongkong, 29th October, 1909.
Business is much quieter, but still fair sales can be effected if small consignments are made. Importers, having somewhat eased their stocks, and strengthened by telegraphic advices from Bombay are now less eager to sell, whilst dealers having in hand sufficient yarn to carry them over for some time are indifferent and a temporary lull is for the moment being experienced. There is, however, a fair future for the article, as with the prospect of an abundant rice crop, and with a change of weather for the better an improvement in all branches of trade is confidently expected. Meanwhile the market closes quiet, but prices on the whole are fairly well up to previous quotations, which do not allow much for the depreciation in exchange. Bombay is reported strong with a good business passing on the basis of annas 64 for No. 20s and annas 7 1/2 for No. 20s which leaves a small margin of profit to the Mills, whilst only the other day it was calculated that every pound of yarn manufactured was losing an anna.

Sales of the fortnight aggregate 4,895 bales, arrivals amount to 4,871 bales, unsold stock estimated at 16,000 and sold but uncleared yarn in second hands 30,000 bales.

Local Manufacture:—Sales of 50 bales No. 8s at \$1.17 and of 450 bales No. 10s at \$1.19 are reported.

Japanese Yarn:—Nothing doing.
Raw Cotton:—New Indian Cotton is shortly expected. A parcel of 250 bales New China staple has been taken up at \$3.8 to \$3.84. Meanwhile the market is bare of stock of both descriptions. Quotations are Indian \$3.2 to \$3.8 and China \$3.5 to \$3.6.

Exchange on India closes to-day at Rs. 129 for T/T and Rs. 125 for Post. On Shanghai 74 1/2 and on Japan 84.

The undernoted business in imported and local spinings is reported from Shanghai during the fortnight ended the 29th inst., viz:—

Indian:—Demand has greatly fallen off, sales aggregating only 3,500 bales with an estimated stock of 52,000 bales, market closing quiet with an easier feeling.

Japanese:—Are easier in sympathy with the Indian article, and about 2,000 bales are reported to have changed hands at Tls. 103 to 113 for No. 16s and Tls. 118 to 123 for No. 20s.

Local:—There is no falling off in the demand and yarn can be easily placed. Sales of 1,000 bales at the basis of Tls. 101 for No. 10s, Tls. 105 for No. 14s, and Tls. 109 for No. 16s.

P. EDULJEE, Broker.

NEW ORDINANCES.**RECEIVE GOVERNOR'S ASSENT.**

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—

Ordinance No. 31 of 1909.—An Ordinance to apply a sum not exceeding Five million six hundred and twenty-five thousand six hundred and eighty-three Dollars to the Public Service of the year 1910.

Ordinance No. 32 of 1909.—An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers.

Ordinance No. 33 of 1909.—An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

Ordinance No. 34 of 1909.—An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905.

Ordinance No. 35 of 1909.—An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

Ordinance No. 36 of 1909.—An Ordinance to amend the Public Places Regulation Ordinance, 1870.

Ordinance No. 37 of 1909.—An Ordinance to amend the Chinese Extradition Ordinance, 1884.

To-day's Advertisements.

H. M. DOCKYARD.

WANTED at once a EUROPEAN or EURASIAN to take charge of running an eight-hour shift in the Electric Generating Station. Apply giving full particulars and stating wages required to the Electrical Engineer, Hongkong Dockyard. Hongkong, 29th October, 1909. [750]

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of His Excellency THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, TO-DAY, October 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe).

6.15—Play "A Pair of Lunatics" (Castle Mrs. Worthington and Captain Baird, The Band).

If not the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Ottershaw, Surrey.

NO CHITS TAKEN. Hongkong, 29th October, 1909. [731]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, on

WEDNESDAY, the 3rd November, 1909, commencing at 2.45 P.M., at "TREVERBYN," No. 18, The Peak,—

A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue), ALSO

TWO LADIES' SIDE SADDLES, ONE IRON WASH-HOUSE, AND

A quantity of PLANTS in POTS (in good condition). Terms:—Cash on delivery. On View from Tuesday, the 2nd Nov., 1909. GEO. P. LAMBERT, Auctioneer. Hongkong, 30th October, 1909. [749]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "COULSDON," Captain Turnbull, will be despatched for the above Port on THURSDAY, the 4th Nov., 1909. For Freight, apply to

ARNOLD, KARBURG & Co., Agents. Hongkong, 30th October, 1909. [695]

THE TRADE MARKS ORDINANCE, 1898.**APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that THE PARAFFINE PAINT COMPANY, carrying on business at the City of San Francisco, State of California, United States of America, have, on the 9th day of October, 1909, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of THE PARAFFINE PAINT CO., who claim to be the proprietors thereof. The Trade Mark has been used by the applicants since the month of August, 1905, in respect of the following goods:—

PAINTS AND VARNISHES IN CLASS I.

Dated the 29th day of October, 1909.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 8, Des Voeux Road Central, Hongkong.

[748]

D & J McALLUM'S
"Perfection"
Embraces All the qualities of a high class Scotch Whisky for Connoisseurs.
A Perfect Whisky: Mellow like a Liqueur.
SOLE AGENTS—H. PRICE & Co., Ltd., 12 Queen's Road.
PROPRIETORS—D & J McALLUM, EDINBURGH.

Hongkong, 29th October, 1909.

[69]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"ALLAN LINE" FRIDAY, JAN. 28TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 10TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers of the Pacific, and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate of Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43/-

Via New York 45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"HONGKONG" MONDAY 1st Nov., 3 P.M.	
SPRING, SAMARANG & SOERABAYA	"WINGSANG" MONDAY, 1st Nov., 4 P.M.	
SHANGHAI	"YATSHING" TUESDAY, 2nd Nov., Noon.	
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG" THURSDAY, 4th Nov., Noon.	
& MOJI	"YUNSHANG" FRIDAY, 5th Nov., 3 P.M.	
MANILA	"YUNSHANG" FRIDAY, 5th Nov., 4 P.M.	
SGAPORE, PENANG & CALCUTTA	"KUTSANG" FRIDAY, 11th Nov., 2 P.M.	

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kiungang*, *Namsang* and *Bohsang* leave about every 3 weeks for Shanghai and Yokohama returning to Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 15 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yungtze River, Obeloo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 29th October, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL.
SHANGHAI	"CHEWAN" 31st Oct., Daylight.	
MANILA	"TAMING" 2nd Nov., 3 P.M.	
CEBU & ILOILO	"BUNGKANG" 2nd Nov., 4 P.M.	
SHANGHAI	"AHUI" 4th " "	
MANILA, ZAMBOANGA and USUAL	"CHANGSHA" 5th " "	
AUSTRALIAN PORTS	"KUEIHOW" 6th " "	
WEIHAIWEI & TIEN TSIN	"LIYAN" 7th " Daylight.	
SHANGHAI	"FRAN" 9th " 3 P.M.	
MANILA	"OHINHUA" 11th " 4 P.M.	

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIEN TSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chewan*, *Lintan*, *Chihwang*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 30th October, 1900.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th October, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 10th Dec., 1900, at Noon.
S.S. AMERICA MARU 6,000 " 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

ROYU KISEN KAISHA, Yok Building.

Hongkong, 28th October, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated MIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 31st Oct., at 10 A.M.
ANPING and TAKAO via SWATOW and AMOY	"GOSHU MARU" Capt. T. Sugi	TUESDAY, 2nd Nov., at 9 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins MIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th October, 1900. T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Nov., at Daylight.
WAKASA MARU, Capt. N. Nielsen, Tons 6500		WEDNESDAY, 24th Nov., at Daylight.
VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHINANO MARU, Capt. K. Kowara, Tons 6500		TUESDAY, 7th Nov., at Noon.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 16th Nov., at Noon.
KUMANO MARU, Capt. M. Winkler, Tons 6000		FRIDAY, 24th Dec., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer, Tons 9000	SATURDAY, 20th Nov., Daylight.
KUMANO MARU, Capt. M. Winkler, Tons 6000		WEDNESDAY, 14th Nov., at Noon.
KOBE and YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 6500	SATURDAY, 13th Nov., at Daylight.
BOMBAY, Via SINGAPORE AND COLOMBO	TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Kitano Maru (Capt. F. B. Core) About Wednesday, 17th November.

Hirano Maru (Capt. H. Frazer) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 14th Jan., 1901.

Mishima Maru (Capt. A. L. Morris) About Wednesday, 9th Feb., 1901.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUBUMOTO, Manager.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR," Capt. S. H. Nelson, will be despatched for the above Ports on TUESDAY, the 2nd November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 29th October, 1900. [746]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 4th November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 29th October, 1900. [745]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched at above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th October, 1900. [736]

THE BARK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Kumari	6,232	J. Mathie	18th Nov.
Americ	4,363	Boyd	16th Dec. 1900
Suero	6,232	S. Shotton	13th Jan.
Ocano	4,057	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd October, 1900. [730]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRV," Captain Privat.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1900. [58]

STEAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker

"KWONG SA" Capt. E. S. Crowe

Leave Hongkong for Canton at 9 every evening, (Saturday accepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday accepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 1, Queen's Road West.

Hongkong, 26th April, 1900. [73]

Shipping—Steamer.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK: S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 21st October, 1900. [48]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast)

THE Steamship

"WYNERIC," will be despatched for the above Ports on SATURDAY, the 20th November, 1900.

For Freight, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 25th October, 1900. [73]

Intimations.

YUEN HING, No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS

in all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c.

all of the best quality. Hongkong, 25th August, 1900. [629]

TYPEWRITERS

FOR HIRE.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central, Hongkong.

THESE MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

SELF CURE NO FORTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the best selection of the three numbers required, and use that way "THERAPION" appears on British Government Stamp issued to every genuine package.

A complete revolution has been wrought in this department of medical science, while thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for diarrhoea, superfluous secretions, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for primary and secondary skin eruptions, skin diseases, pains and swelling of the joints, and all those complaints which require self-treatment, are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for all febrile, nervous, impure, bilious, dyspeptic, distended and indigestible business or pleasure, love of solitude, bleeding and gonorrhoea, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty is perpetually ignorant, because so important to cure or even relieve.

THERAPION No. 4—The Sovereign Remedy for all febrile, nervous, impure, bilious, dyspeptic, distended and indigestible business or pleasure, love of solitude, bleeding and gonorrhoea, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty is perpetually ignorant, because so important to cure or even relieve.

THERAPION No. 5—The Sovereign Remedy for all febrile, nervous, impure, bilious, dyspeptic, distended and indigestible business or pleasure, love of solitude, bleeding and gonorrhoea, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty is perpetually ignorant, because so important to cure or even relieve.

THERAPION No. 6—The Sovereign Remedy for all febrile, nervous, impure, bilious, dyspeptic, distended and indigestible business or pleasure, love of solitude, bleeding and gonorrhoea, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty is perpetually ignorant, because so important to cure or even relieve.

THERAPION No. 7—The Sovereign Remedy for all febrile, nervous, impure, bilious, dyspeptic, distended and indigestible business or pleasure, love of solitude, bleeding and gonorrhoea, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty is perpetually ignorant, because so important to cure or even relieve.

OPIUM FOR AUSTRALIA.

A NEAT SMUGGLING SCHEME.

In the course of the hearing of the charge of conspiracy preferred against two Customs officers and a policeman, at the Central Criminal Court at Darlinghurst, a peculiar succession of circumstances in connection with devices conceived for smuggling opium was brought to light.

One portion of an elaborate scheme formulated, according to a statement of Charley Yen, a principal witness in the case, was of a somewhat ingenious character. Yen said that he was interviewed by them on the subject of entering upon the business of smuggling in an extensive manner. They required a couple of hundred pounds or so of capital (a mere trifle, when the profits were considered), which would insure a safe return of money, sufficient to cover the cost, in about a single trip if they were lucky. The money was to be invested in a launch, an up-to-date affair of ocean-going capabilities, which was to be used outside off the coast between the Heads and the Hawkesbury River.

The launch was to be fitted up with a complete fishing plant, and, as genuine fishermen, they would try their luck off the coast, or some other spot favoured by piscatorial adventurers. They would be well posted in details regarding the movements of the steamers, and on their particular vessel coming into view, would put off and intercept her, quietly, of course, but lay off in her track all the same.

The opium would be cast overboard from one of the stern ports under the counter and, as it would float, and the line would be painted red, there would be no difficulty in keeping an eye upon them. As soon as the vessel had made an offing southerly, the long string of red floats would be picked up and a course steered for Sydney.

There would, of course, be a risk attached to all this, and they were open to suspicion at all times; but they had a trump card up the sleeve. The occupants of the boat would be then innocent enough, for they would be en route for the Customs, expecting on arrival to receive the reward of merit due to such zealous officers, who, acting upon the spur of duty, had given up the delights of fishing for the more commonplace enterprise of serving the King.

Only in part, though, for, should any such calamity befall them, they were to deliver up one-half only, or less than one-half of the lot, saying: "This is what we found out on the ocean." This is the opium which was thrown overboard. They would then receive credit for their seal, and, wishing the other eye, get rid of what they had hidden away. The scheme, however, fell through, for the police, being seized of matters connected with the process of bringing ashore the prohibited drug, were able to lay their plans accordingly. A scheme somewhat on the lines detailed by Charley Yen was put into operation, when some persons, one of whom was a Chinese, picked up a large consignment of opium outside the Heads, which was stated, had been thrown from an out-going steamer. They made towards Sydney with it in a sloop launch. They were chased by the Customs officers and captured, cargo and all, before they could get rid of the drug, although many opportunities had offered on the way.

THE POLAR GRAZE.

PROJECTED HUNTING EXPEDITION AMONG THE ARCTIC BERGS.

The Polar craze is spreading far and wide, and the only thing that arctic explorers are sorry for is that there are no more North Poles to find—two having been discovered already. But there is still a wonderful El Dorado away up in the neighbourhood of the Great Ice, and adventurers with time and money to spare will no doubt read with a thrill the advertisement of Mr. Sandon Perkins, F.R.G.S., who, once more hearing the North a-calling, has issued the following:

Arctic big game hunting.—Sandon Perkins, F.R.G.S., is now arranging Party for above for April, 1910. Profit and Pleasure. Particulars, address Sandon Perkins, Coliseum Theatre.

Between acts of his entertaining lecture Mr. Perkins breathlessly explained his scheme to a Morning Leader representative. "The Polar regions," said he, "are not nearly so black as they are painted. As a matter of fact, they are quite delightful if you sample them in the right sort of weather—the time of the year when both my old friend Dr. Cook and Commander Peary discovered their respective Poles. I have been in an adjacent parallel myself (modestly), and I know. Under proper supervision the dangers are infinitesimal less than crossing Fleet-st., I give you my word.

"My trip next spring will, of course, depend upon the number of gentlemen who come in, as will the size of the boat I shall charter. We go to Baffin's Bay and then onward, and I can promise good sport, though I am afraid we shall not get so far as that wonderful hunting country in which Dr. Cook found such a plethora of game. But I can promise plenty of narwhal and walrus, and our party will, with luck, easily be able to make their expenses out of the walrus skins we shall get. And for a health trip nothing could be more exhilarating.

A DISCOVERY IN WHITECHAPEL.

SUSPECTED RELICS OF THE GREAT PLAGUE.

While excavating work was being carried out in Whitechapel-road in connection with the construction of a strong room for the London and Provincial Bank, the workmen came across a number of wooden and leaden coffins containing skulls and bones, and a farthing bearing the date 1733.

Dr. Thomas, the medical officer of health for the Borough of Stepney, is of opinion that the bones belonged to about eighty bodies buried at the time of the Great Plague, and that the farthing had been dropped later by workmen whilst carrying out drainage reconstruction.

FROM THE FLOWER LAND.

ANTIQUER CHINESE COATS FOR MAYTAIN BRIDES.

The list of presents at a very fashionable wedding the other day included an antique embroidered Chinese coat for the bride.

A Morning Leader lady representative who made inquiries at Liberty's on the subject of these Oriental garments was informed that the firm had imported them for the past 15 or 20 years, but that it was only recently that there was a distinct boom in them.

The mandarin's coat is really the Chinese Court dress, and is worn by both men and women.

The most sought after colour by connoisseurs is yellow, which is worn only by the royal family. A very deep indigo purple, which looks black at night, and red are the popular colours. White is rare, since it symbolises mourning, and a good green is very expensive.

EXQUISITE DESIGNS. These coats are hand embroidered in the most exquisite designs, the silk both of the coat and the embroidery being vegetable dyed in the older examples.

The Chinese are unequalled in the art of needlework, and some of the examples shown are marvellous in conception and execution, at least 12 months being spent over the work on a single coat.

The coats are originally lined with fur, but few reach this country in that state. The fur is removed before the coat goes to the Chinese pawnshop, where the agent buys it. Each coat before leaving China is treated with borax, and on arrival at Liberty's is baked at their dyers'. Some of the coats are in such poor condition that they have to be turned into cushion or piano covers.

SUPPLY GETTING SHORT. The supply of the finer specimens is, of course, bound in course of time to come to an end, and as regards antiquity it is difficult to gauge the date of a coat accurately. The ordinary age of an old coat will range from 25 to 10 years and its price from about seven guineas upwards.

SOME LACONIC BRITISH WILLS.

There are several parallel cases to that of Mr. Pitts, formerly assistant to the president of the Pennsylvania Railway, who, it was recently reported, left a fortune of three millions sterling to his widow in a will which contained only twelve lines of typewriting.

Three years ago Alphonse Henry Straus left a fortune of £296,211 in a will of forty-three lines, bequeathing the whole of it to his wife. Thus the estate was disposed of at the rate of about £7,000 per word. Lord Mansfield found half a sheet of note paper ample for the disposal of his world possessions. Sir James Fitzjames Stephen's will began and ended in thirteen words. A dozen lines served to dispose of Lord Russell of Killowen's estate of nearly £150,000, while Lord Brampton, who died two years ago, disposed of his estate of nearly £142,000 in 40 words.

The shortest will on record was that of F. C. W. Thorne of Streatham, who, on the back of an old envelope, wrote: "All for mother.—C. T." and thus disposed of his property, amounting to £8,350. Another laconic will was that of Robert Edleston, who died in 1907, and whose will ran thus: "I leave all that I am possessed of to my sisters, Marian and Frances Edleston, in equal shares." An equally brief attestation clause reading: "Witnessed in presence of each other," with witnesses' signatures and date.

As a contrast, one might mention the will of the late Lord Grimthorpe, in the framing of which no fewer than 11,070 words were used, and that of Edward Bush, a retired Gloucester engineer, who died last autumn worth £114,813, and disposed of it in a will containing 25,000 words.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 30th at 11.55 a.m.—The depression noted yesterday as lying to the North of Palawan, has developed. It is probably situated to the South of the Macclesfield Bank this morning, and apparently moving in a W.N.W. direction. The barometer is falling over Annam.

The depression, lying over E. Japan yesterday, is passing to the Pacific to the E. of Hokkaido, and pressure has increased considerably over S. Japan and the Loochoos.

The "high" area remains over the continent to the North of the Upper Yangtze. Strong N. and N.E. winds to gales may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, strong; fair.

2.—Formosa Channel, N.E. winds, strong to gale.

3.—South coast of China between Hongkong and Lamoeks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 2.

HONGKONG TIDE TABLE.

From Oct. 30th to 5th Nov., 1909.

HIGH WATER.

LOW WATER.

HONGKONG TIDE TABLE.

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COMMERCIAL.

TO-DAY'S EXCHANGE.

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SANDAKAN, GER. S.S., 1793, G. Wolf, 27th Oct.

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SANDAKAN, GER. S.S., 1793, G. Wolf, 27th Oct.

SANDAKAN, GER. S.S., 1793

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

COMP.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	113 1/2	112 1/2	\$1,500,000 \$1,500,000	\$2,007,819	Interim of 1/2 for account 1909 @ ex 1/91 = \$2.72	4 % \$995 sellers London 291
National Bank of China, Limited	90,000	27	26	\$4,000 \$4,000	\$30,554	\$2 (London 3/6) for 1909	... \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,181 \$102,791 \$185,000	none	\$10 for 1908	7 1/2 % \$162 1/2 ex div. a.
North China Insurance Company, Limited	10,000	215	21	Tls. 150,000 Tls. 207,747 Tls. 188,747 \$2,000,000	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 % Tls. 105
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$29,848 \$29,848 \$29,848	\$2,464,921	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 % \$347 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$104,405 \$100,000	\$7,767	\$12 and bonus \$3 for 1907	7 1/2 % \$322 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$28,568 \$28,568	\$375,341	\$6 and bonus \$2 for 1907	7 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$119,207 \$119,207	\$268,711	\$27 for 1907	8 % \$375
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$7,000 \$264,518 \$264,518	\$1,018	\$1 for 1906	... \$81 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000	Nil.	2 1/2 for year ending 30.6.1908	7 % \$31
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000 \$617,500 \$119,207 \$23,645	\$21,190	Interim of \$1 1/2 for account 1909	7 1/2 % \$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	10,000 \$240,000 \$240,000	\$23,755	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/6 = \$3.154	... \$60 buyers
do. do. (Deferred)	60,000	25	25	10,000 \$240,000 \$240,000	\$23,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for a/c 1909	... 7 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	21	21	\$2,000,000 \$2,000,000	\$2,121	\$2.00 for year ending 10.4.1909	4 % \$25
"Star" Ferry Company, Limited	10,000	210	25	\$2,000,000 \$2,000,000	\$2,121	\$2.50 for year ending 10.4.1909	3 1/2 % \$141
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$10,000 \$10,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$148 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$155,892	\$3 for 1897	... \$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 9,173	Tls. 3 1/2 for year ending 31.5.08	... Tls. 335
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	21	\$175,000 \$175,000	\$21,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 20 sellers
Raub Australian Gold Mining Company, Limited	180,000 50,000	21 21	18 1/2 21	\$4,871 \$4,871	Dr. \$4,191	No. 12 of 1/- = 48 cents	... \$72 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,976 \$45,976	Dr. \$7,421	\$1.75 for year ending 31.12.06	... \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000 \$50,000 \$50,000	\$30,108	None	... \$63 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$188,442 \$188,442	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,161	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 774 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,157 Tls. 10,000 Tls. 115,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 30.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,100	\$15	\$15	\$75,000 \$75,000	\$24,611	\$1.20 on old and 60 cents on new shares for 1908	... \$17 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$408,000 \$408,000	\$10,372	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 % \$43 new b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$500,000	\$26,475	Interim of \$3 1/2 for account 1909	6 1/2 % \$104 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$150,000	\$5,486	60 cents for 1908	6 1/2 % \$0 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$1 1/2 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,548,045 Tls. 800,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$43 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 8,820	Tls. 1 for year ended 31.10.1908	3 1/2 % Tls. 149 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$125,000 \$125,000	\$9,553	50 cents for year ending 31.7.08	6 % \$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	... Tls. 92
Laon-Kung-mew Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	... Tls. 112
Sey Osee Cotton Spinning Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 1,172 Tls. 1,172	Tls. 15,011	Tls. 50 for 1908	... Tls. 460
MISCELLANEOUS.							
Bell's Asbestos Marine Agency, Limited	8,604	12 1/2	12 1/2	\$1,500 \$1,500	\$648	15 % per share for 1908	... \$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	Nil.	\$1.20 or 1908	9 % \$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 31.2.06	... \$1 1/2 sa. and b.
do. do. special shares	50,000	\$1	\$1	none	\$61,138	50 cents for 1908	8 1/2 % \$91 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$125,000 \$125,000	\$3,407	\$1.20 for year ending 31.7.09	7 1/2 % \$16 ex div. b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$10,000 \$10,000	\$ 810	Interim of 31 cents for account 1909	10 % \$7 sa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000 \$10,000	\$3,754	80 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	none	\$ 70	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$20
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	Interim of \$2 for account 1909	10 % \$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$150,000	\$7,616	Interim of \$1 for account 1909	8 1/2 % \$13 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	\$6,790	Third quarterly of Tls. 1 1/2 for account 1909	7 % Tls. 757 sa.
Mississippi Ice Mining, Beach & Landbouw- plaat in Langkat, Limited	15,000	21	21	Tls. 547,500 Tls. 54,750	Tls. 16,482	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$1,304	None	3 % \$13.30
Peak Tramways Company (new)	25,000	\$10	\$10	none	\$1,304	None	... \$9
Philippine Company, Limited	75,000	\$10	\$10	none	\$1,304	None	... \$9
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 105 buyers
South China Morning Post, Limited	5,000	\$25	\$25	none	Dr. \$50,602	None	... \$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 % \$11
Shen Waterboat Company, Limited	10,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 % \$10 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000 \$40,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 buyers
Watson, (A. S.) & Co., Limited	93,000	\$10	\$10	\$930,000 \$930,000	\$3,613	Final of 30 cts. for 1908	5 1/2 % \$8 sellers
William Powell, Limited	12,000	\$7	\$7	none	\$78	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	... \$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,100,000	2 1/2	2 1/2	none	none	Interim of 12 1/2 % for account 1909	... 151 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	none	\$7,400	25 % for year ending 31.3.09	... \$67 sellers
Castlefield Rubber Estate, Limited	32,000	2 1/2	2 1/2	none	\$11,305	None	... \$20
Damansara (Selangor) Rubber Co.	110,000	2 1/2	2 1/2	none	\$1,120	Final 9 % making 12 % for 1909	... 75 buyers
Golconda Malay Rubber Co.	80,000	2 1/2	2 1/2	none	none	None	... \$46
Highland & Lowland Fars. Rubber Co. (fully paid)	181,454	2 1/2	2 1/2	none	\$8,751	15 % for year ending 31.12.08	... \$68
do. do. (contributory)	123,546	2 1/2	2 1/2	none	none	None	... nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	2 1/2	2 1/2	none	none	None	... \$13 sellers
do. do. A Shares	105,000	2 1/2	2 1/2	none	none	None	... nominal
do. do. B Shares	187,000	2 1/2	2 1/2	none	none	None	... \$78
Kuala Lumpur Rubber Co., Limited	99,000	2 1/2	2 1/2	none	1,820	3 % for year ending 30.6.08	... \$215
Linggi Plantations, Limited (ordinary)	99,000	2 1/2	2 1/2	none	none	Interim of 40 % - 9d. for account 1909	... \$215
do. do. (7 1/2 % pref.)	10,000	2 1/2	2 1/2	none	\$4,000	7 1/2 % for year 1908	... \$215
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	\$6,722	15 % for year ending 31.12.08	... \$215
do. do. (8 % pref.)	7,500	\$10	\$10	none	none	None	... \$215
Ledbury Rubber Estates Limited	6,000	\$10	\$10	none	none	None	... \$215
do. do. (contributory)	49,000	1 1/2	1 1/2	none	none	None	... \$215
Sagga Rubber Company, Limited	20,000	\$10	\$10	\$20,000 \$20,000	\$1,275	Interim of 30 % for 1909	... \$215
Sandycroft Rubber Company, Limited	1,000	\$10	\$10	none	none	None	... \$215
Sekong Rubber Company, Limited	80,000	2 1/2	2 1/2	none	1,820	3 % for 1908	... \$215
Shelford Rubber Estate Limited	65,000	2 1/2	2 1/2	none	none	None	... \$215
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	... \$215
Sungei Chok Rubber Estate Company, Limited	45,000	2 1/2	2 1/2	none	none	None	... \$215
Sungei Kapar Rubber Company	110,000	2 1/2	2 1/2	none	none	None	... \$215

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Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882 CAPITAL ₱3,000,000



LA FLOR DE LA ISABELA

High grade cigars manufactured with the best selected leaf grown in the states of the Company.

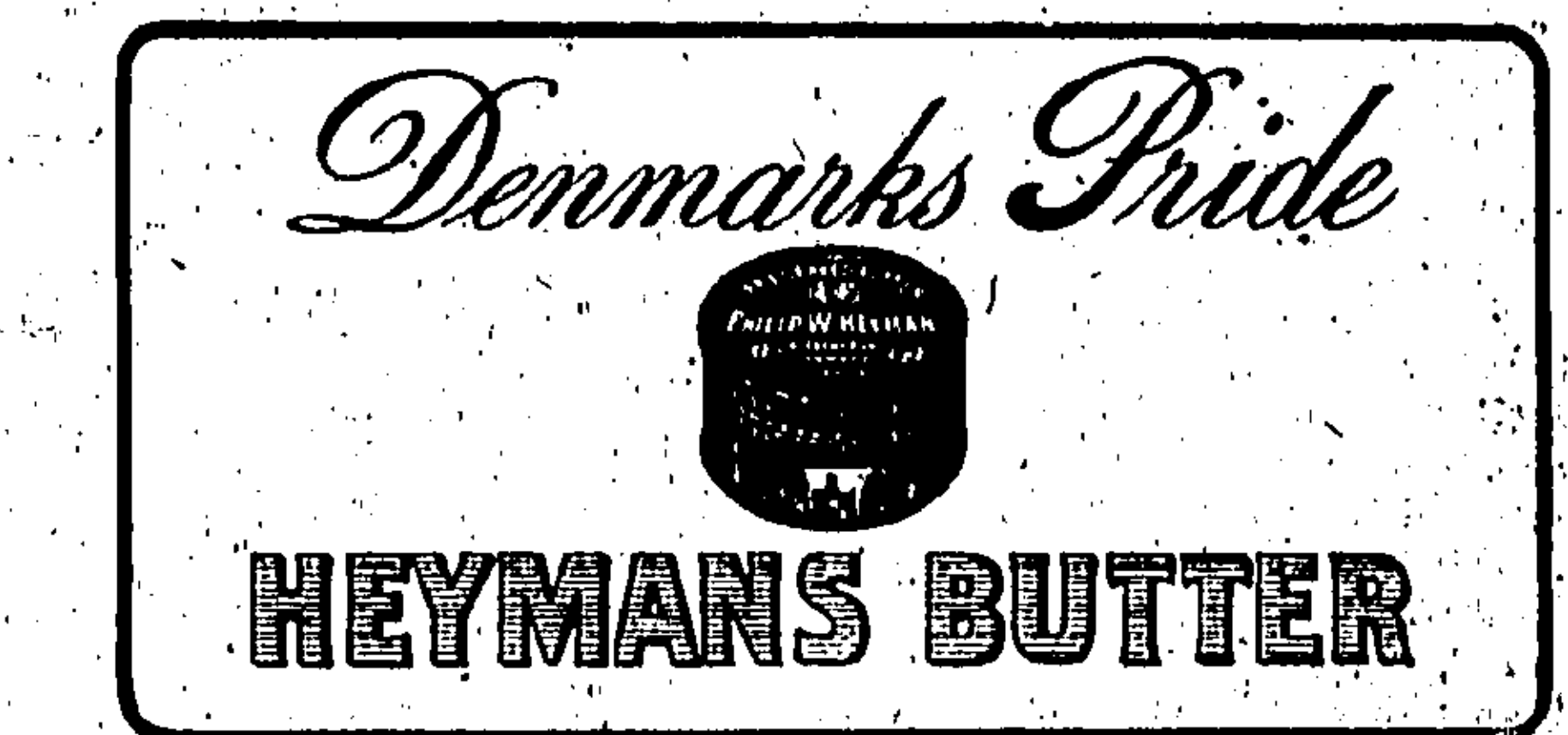
SPECIAL BRANDS:

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Hongkong, 1st August, 1909.

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This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and hectic of modern life. It cures nervous debility, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night sweats, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening tendencies, restores vitality, restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

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Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and purifies to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with: removing all blotches, pimples, scurvy, scrofula, and glandular swellings, discolored patches, roughness and unwholesome patches, etc. Its effects are almost magical in the treatment of gonorrhea, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, sores, gouts, or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price in Hong and Shanghai. Beware of cheap imitations. The medicine bears the British Government stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners, Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons plating.

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NOTICE.

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care